Amendments to the Specification

Please amend paragraph [0011] to read as follows:

[0011] Fig. I shows the transmission and its suspension as viewed from the front (that is ~~vis-a-vis~~ with respect to the engine),

Please amend paragraph [0013] to read as follows:

[0013] In our implementation example, the suspension equipment 1 of the transmission [[I]] is shown together with the transmission 2, where the transmission 2 has an internal combustion piston engine 3 and screwed to it is the gearbox 4, with drive axle 5. The transmission [[I]] 2 is installed into the body 6 of the rear-engine bus, which said body is made of glass fiber reinforced hardening synthetic resin. The transmission [[I]] 2 is embedded in the transmission support frame 7, using two flexible front engine support brackets 8 and two flexible rear engine support brackets 9 in a way and finish well-known in prior art. The front engine support brackets 8 are inclined. When viewed from the top, the transmission support frame 7 has an oblong shape with a beam 10 on each of the right and left hand sides of the vertical engine 3. These said beams 10 are connected below the engine 3 by the transversal support 11 and in the back below the gearbox 4 by the transversal support 12. On the engine 3 and also on the transmission support frame 7, there are auxiliary equipment like the fuel injection pump 13, the turbocharger 14, the generator 15, the air compressor 16, etc.

Please amend paragraph [0014] to read as follows:

[0014] On the beam 10 of the transmission support 7, close to the section of the engine support front members 8, support brackets are welded with bearing surfaces 19 on its nose 18. to support the bearing surfaces 24 of the pin 22 of the lower rubber joint

21 of the suspension bar 20. At both ~~23~~ ends 23 of the pin 22, the bearing surfaces 24 are joined by the bolts 25 to the support bracket 17. The threaded stem 27 of the annular head 26 of the rubber joint 21 is screwed into the threaded end 28 of the suspension bar 20, which said threaded end is designed with the slot 29, and it is secured against turning by the clamping bolts 30. The threaded joint enables the adjustment of the length of the suspension bar 20, as well as the adjustment ~~vis-a-vis~~ with regard to each other of the positions of the pins 22 of the rubber joints 21 screwed into the two threaded ends 28 of the suspension bar 20. Into both threaded ends 28 of the suspension bar 20, the same rubber joint 21 is screwed, ~~of which ends~~ with the upper ~~one is~~ end being screwed to the support bracket 31 built into the body 6. The suspension bar 20 - projected to the cross section plane of the body - includes an angle α of approx. 30 degrees with the vertical. Normal to this is the bearing surface 34 of the nose 33 of the support bracket 31, and to this bearing surface the bearing surfaces 24 at the ends 23 of the pin 22 of the rubber joint 21 are screwed using the bolts 25. The support bracket 31 is an L-shaped steel plate, with one leg 32 screwed to the engine compartment lid, and with the other leg 35 screwed to the rear wall of the passenger compartment. ~~Vis-à-vis~~ With regard to the support brackets 31, the positions of the support brackets 17 are selected in a way that projected to the floor plane (horizontal plane) of the body, each suspension bar 20 includes an angle β of approximately 15 degrees with the cross section plane of the body.